

A SLEEK,
SLICK MAN

By M. QUAD

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On the passenger list of the Ocean Queen as she sailed from Melbourne for London on the 10th of August, 1881, was the name of James Melville, an Englishman, and if there ever was a sleeker, slicker man got into port I have not read of him.

No one seemed to know Jimmy, as he asked us to call him, beyond knowing that he lived up the country on a big horse farm and was worth half a million dollars.

When we came to shake ourselves down aboard I noticed that there was a lot of rather tough looking men among the steerage passengers. It was explained that they were going to the Cape to work on a new railroad. As near as I could size them up they were all colonial and men more used to horses than picks and shovels. I think the sleek Jimmy must have caught me watching the steerage passengers, for he took occasion one day to observe:

"There seems to be a fine lot of men going out to the Cape with us."

"As far as bone and muscle go," I replied.

Then he extended his cigar case, proposed a game of eucher and the subject was dropped. I don't claim that I was suspicious of Jimmy or that I was disturbed by the gang in the steerage. On the contrary, I was perfectly easy in my mind in all respects. I had in the Australian papers read that the Ocean Queen was carrying home more than a million dollars in gold. In fact, I had seen most of the boxes brought and taken down to the strong room. All other passengers must have been aware of the treasure, but there was little or no talk about it.

It is a wide expanse of ocean between the Cape and Australia, and at the end of a week we had all settled down into grooves and fallen into a monotonous routine. Early one morning a sail was sighted dead ahead, and almost as soon as she had been made out it was seen that she had a distress flag flying. We ran down to within a half mile of her before our engines were stopped. Only three men were visible on her deck, and she hadn't a boat in sight. The trio beckoned and motioned that we should send a boat, and the captain gave orders that one should be lowered.

The boat had pulled half the distance to the brig when we had something nearer home to attract attention. The sleek, slick little Jimmy suddenly held a cocked revolver to the captain's ear and marched him into his stateroom. Fourteen of the men from the steerage, each armed with a pistol and knife, suddenly appeared among us, and it wasn't three minutes before the whole crew of us were in the cabin and a guard over us. The engine room was taken possession of at the same time, and the Ocean Queen had been taken without a shot being fired. The brig was lying broadside to us. She had two boats down on the far side, with fifteen men in each boat, and as soon as they had pulled around and captured our yawl one boat load of the rascals came aboard the Queen and the steamer was worked down alongside the brig. The sea was smooth, and the fellows could lash the craft together without fear of disaster.

We had been taken completely by surprise and had no show. They had the gold out and transferred within an hour. It is to the credit of the rascally gang to say that they were under good control and insisted on no one. After the gold was disposed of they robbed the ship of a lot of bedding and provisions, and at the last the sleek, slick man came down into the cabin to say a few words.

"My dear friends," he said, "I do not wish to search you one by one, like a footpad or a bushranger, but I will trust to your honesty to hand over your money and jewels. I have figured on about the amount I should get. If I get it no one will be further disturbed. If I don't get it there will be room aboard the brig for most of the ladies."

I gave half my possessions, and I presume the other passengers retained a share as well, but the money, watches, rings, brooches, etc., laid on the table before the pirate had a good round value and seemed to satisfy him. He swept everything into a sack, bade us a fond adieu and within ten minutes was sailing away in the brig. The engines were disabled before they left and the crew of the mate's boat was sent back to us, and as no one had been killed, we were fain to think we had come off fairly well. We lay rolling in midocean for four days before the engineer had made repairs, and by that time the brig was several hundred miles away. Even had we known her course and position we would have availed nothing. We made a slow run for the remainder of the voyage, and it was three weeks before a man-of-war started out to look for the pirate craft. It had been a job put up in Australia, and it had worked to perfection. It may be that the brig divided the swag, but as she had a dozen different places to choose from, she had to fear of capture. So far as I had been able to learn she was never heard from, though the search was kept up for a year or more. There was enough plunder to set each one up handsomely, and I have always thought of Jimmy, the sleek one, as touring about in the finest raiment, drinking the rarest wines and making himself a favorite wherever he stopped for a week.

SENATE PASSES
SHIP BILLLatter Refuses to Admit
Foreign Ships to Coast-
wise TrafficVOTES DOWN THE
CONFERENCE REPORTAnd Adopts House Measure
—Bill Now Ready for
the President

Washington, Aug. 17.—By a vote of 40 to 20, the Senate yesterday rejected the conference report on the shipping bill to admit foreign-built ships to American registry, and proposing to open coastwise trade to foreign craft. The House bill was then adopted by the same vote. It extends American registry to all foreign-built ships. The bill now goes to President Wilson for approval. It is believed he will sign it.

The House bill was passed on Aug. 3, and provides that any foreign-built ship may obtain American registry for foreign trade. The existing law limits such registry to vessels not more than five years old. In the Senate the House bill was so amended as to allow such foreign-built ships as might take American registry within the next two years to engage in the American coastwise trade.

The bill enters into law the administration plan to restore the transatlantic trade paralyzed by the European war. It is also designed to enlarge the American merchant marine. Already the Hamburg-American line has received proposals for certain of its vessels now in American waters, and the North German Lloyd line has announced that it will sell some of its ships. Administration officials expect to see many foreign-built ships come under the American flag soon after President Wilson signs the bill.

Senator O'Gorman, in charge of the bill, expressed amazement over the Democratic opposition. "Discussion here to-day," said he, "indicates that Congress is directing its energies toward the protection of special interests rather than the promotion of the general welfare. It amazes me that senators who not long ago eloquently proclaimed the American coastwise shipping an offensive monopoly seem to find no difficulty to perpetuate this monopoly that has fattened on un-American principles. I scarcely can believe my eyes and ears, hearing senators, professing allegiance to the Democratic creed, paraphrase the Republican argument for 20 years in support of a protective tariff. We have reached a sad day in the decline of the Democratic party when Democrats rise here and use Republican arguments in support of an offensive and un-American system of protection."

PORK BARREL TO
BE MADE SMALLCongress Ready to Cut River and Har-
bor Bill Because of Decreasing
Revenues.

Washington, Aug. 18.—Ordinary war in Europe would not affect appropriations made by Congress, but there is every indication that one effect of the war will be to make impossible the enactment of the river and harbor bill in its present form at this session. As the result of a filibuster carried on some days ago, and led by Senators Burton, Kenyon and others, the passage of the \$53,000,000 river and harbor measure was blocked. It was, however, the intention of its advocates to bring the bill up again after passage of the trust bills and make another effort to enact it.

But the situation is changed completely from what it was when the river and harbor bill was under discussion. It was pointed out then that to enact the bill without paring it to the bone would mean a huge deficit at the end of the current fiscal year. That sort of argument was potent before the European war began. But now, with revenues dwindling, and war taxes in sight, it is striking.

The opponents of the river and harbor bill are convinced that the Demo-

"GETS-IT," 2 Drops,
Corn Vanishes!

The Only Sure Ender of All Corns

Desperate, are you, over trying to get rid of corns? Quit using old formulas under new names, bandages, winding-tapes and cotton rings that make a fat little package out of your toe. Quit punishing your feet by

This is the Grip of the Hammer, Corns
Foster of "GETS-IT."

using toe-separators and ointments. To use "GETS-IT," simply dip a corn, place it in a glass of water, and let it soak for a few minutes. Then take it out and rub it with a piece of flannel. The corn will be gone in a few days. "GETS-IT" is sold by druggists everywhere. It is a bottle, or a small packet by E. Lawrence & Co., Chicago.

HOW WOMEN
AVOID
OPERATIONSBy Taking Lydia E. Pink-
ham's Vegetable
Compound.

Cleveland, Ohio.—"My left side pained me so for several years that I expected to have to undergo an operation, but the first bottle I took of Lydia E. Pinkham's Vegetable Compound relieved me of the pains in my side and I continued its use until I became regular and free from pains. I had asked several doctors if there was anything I could take to help me and they said there was nothing that they knew of. I am thankful for such a good medicine and will always give it the highest praise."

—Mrs. C. H. GRIFFITH, 7305 Madison
Ave., Cleveland, Ohio.

Hanover, Pa.—"I suffered from female trouble and the pains were so bad at times that I could not sit down. The doctor advised a severe operation but my husband got me Lydia E. Pinkham's Vegetable Compound and I experienced great relief in a short time. Now I feel like a new person and can do a hard day's work and not mind it. What joy and happiness it is to be well once more. I am always ready and willing to speak a good word for the Compound."—Mrs. ADA WILT, 196 Stock St., Hanover, Pa.

If there are any complications you do not understand write to Lydia E. Pinkham Medicine Co. (confidential), Lynn, Mass. Your letter will be opened, read and answered by a woman and held in strict confidence.

eratic leaders will not venture to pass the pending bill and thus increase heavily the need for war taxes.

In fact, had the present situation obtained while other appropriation measures were pending there is no doubt they would have been pared down. As it was, there was little effective attempt to curb extravagant expenditures.

The national rivers and harbors congress is doing its utmost to get the river and harbor measure passed. Senators and House members who have pet projects in the "pork barrel" are pleading for them. A statement put out by the national rivers and harbors congress says thousands of men will be thrown out of employment and properties worth millions will be hung up because of failure of Congress to pass the river and harbor bill.

It is asserted that the data of the army engineers in charge of river and harbor work shows that work on 136 projects has either been suspended already or will be suspended by Sept. 15 because of the failure of Congress to make the needed appropriations.

PANAMA CANAL
TAKES IN \$25,000
TOLLS IN DAYSo Far the Receipts Total \$100,000—
Seven Steamers Were Expected to
Complete Passage Yesterday.

Panama, Aug. 18.—Tolls of \$25,000 were taken in Sunday by the Panama canal, which was officially opened Saturday, Aug. 15. Three steamers are going through the waterway and four more started last night. The total receipts in canal tolls up to the present time amount to \$100,000. Of the sum, \$25,000 was collected from the large line which has been using the waterway for some weeks. The balance has been obtained from commercial steamers.

Four merchantmen and one yacht passed through the canal Sunday. Today the Peruvian torpedo boat Teniente Rodriguez will pass through. She will be the first naval vessel to use the canal.

The White Plague War.

Thirty-two years ago to-day (Saturday) was discovered the fatal germ of tuberculosis which had caused more deaths since the beginning of the human family than any other disease. Its discoverer, Dr. Robert Koch, changed the whole world's attitude toward tuberculosis.

Since the days of the ancient Assyrians the destroying germ has ravaged humanity. Moses witnessed its fearful devastations among the Egyptians, and in all the successive generations at least every sixth human being was at some time affected by its presence in the blood. Less than half a century ago the disease was regarded as "fatal and hopeless." Some people regarded it as a Divine affliction upon the human race, and an indication of mankind's degeneration. Thirty years ago Europe was reporting over 1,000,000 deaths every year from tuberculosis, while the United States was reporting at the rate of 450 every day.

To-day the civilized nations of the world are conducting a universal war against the tubercle bacilli. Millions of dollars are being spent to conquer this enemy of the human race. In the United States over \$20,000,000 is being expended annually for the purpose. Science and common sense are forcing the little germ to retreat. The death rate in twenty years has fallen from a ratio of 24.5 to 1.58 (per 100,000 population). Expert medical researchers are at work searching for a specific cure, while the nations are conducting a vast educational campaign to prevent the spread of the disease. Physicians have long known that the bacilli lurk in every one's system waiting for the vitality to sink to a low ebb when they can begin their fearful scourge. Consequently, the universal campaign is to make everyone strong enough to resist the destroyers.

The world has thrown open its windows to let in sunlight and fresh air, knowing that these are fatal to the bacilli. The old fear of "night air" has given way to the practice of living, sleeping and working out of doors where the bacilli cannot follow and live. Economically considered, it is a great fight to save the United States alone over half a billion dollars which an authority has said is the annual money loss to the nation through the loss of the afflicted individual's wages and value of production.—Concord Monitor.

PER CAPITA CITY DEBT
GROWS WITH SIZEFinding of Government Experts Who
Have Been Investigating Indebtedness
of Cities of the United States Hav-
ing 30,000 or More Population.

In the report of financial statistics of cities for 1912, recently issued by Director William J. Harris, of the bureau of the census, department of commerce, the total gross debt for 195 cities having a population of 30,000 and over was \$2,855,464,028, with a per capita of \$96.71. Of the total indebtedness, \$2,535,548,547 was funded and floating, while the remainder, \$319,915,481, was classified as current and comprised special assessment bonds and certificates, revenue bonds and notes, warrants, and obligations on account of trusts. As the current debt is usually offset by cash on hand and uncollected revenues, the bureau arrives at the net debt by deducting from the total of the funded and floating debt the assets held in sinking funds. These assets amounted to \$542,948,527, leaving a net indebtedness for the 195 cities of \$2,015,600,020, or \$86.74 per capita.

The cities are divided into five groups: Group I, cities having a population of 500,000 and over; group II, cities having a population of 300,000 to 500,000; group III, cities having a population of 100,000 to 300,000; group IV, cities having a population of 50,000 to 100,000; and group V, cities having a population of 30,000 to 50,000.

The per capita of municipal indebtedness in the cities of groups I and II are larger than that otherwise would be because of the fact that New York, N. Y., Philadelphia, Pa., St. Louis, Mo., Boston, Mass., Baltimore, Md., San Francisco, Cal., New Orleans, La., and Washington, D. C., exercise all the executive and judicial functions usually possessed by counties. To secure comparability between the indebtedness of these cities and that of the other cities of groups I and II, which exercise no county functions, certain percentages of the indebtedness of the counties in which the other cities are located are combined with the city indebtedness.

The cities of each group which had the highest and lowest per capita net debt are as follows:

Highest and Lowest Per Capita Net
Indebtedness.

Group.	Highest City.	Amount.
I.....	New York, N. Y.	\$156.87
II.....	Cincinnati, O.	139.18
III.....	Omaha, Neb.	109.23
IV.....	Portland, Me.	128.73
V.....	Galveston, Tex.	113.24

Group.	Lowest City.	Amount.
I.....	Detroit, Mich.	\$18.09
II.....	Washington, D. C.	24.09
III.....	Denver, Col.	3.82
IV.....	Johnstown, Pa.	8.93
V.....	Springfield, Mo.	3.75

A significant fact brought out in the report is that per capita indebtedness increases with the size of the cities. This is shown when the cities are arranged in groups by population, the per capita net indebtedness for the cities of groups I to V, being \$95.50, \$71.88, \$44.61, \$42.85, and \$38.12. Individual cities may show the widest divergence from this general rule, the per capita net indebtedness of Chicago, Ill., the second city in size, being 13 per cent less than that of Council Bluffs, Ia., the smallest of the 195 cities reported. While the per capita debt is smallest for group V, and increases group by group with the population, the cities for the same group, having approximately the same population, present remarkable differences. For New York, N. Y., Boston, Mass., Cincinnati, O., Los Angeles, Cal., New Orleans, La., Omaha, Neb., Tacoma, Wash., Portland, Me., Atlantic City, N. J., and Galveston, Tex., the per capita net indebtedness was in excess of \$100. Eight cities showed a net per capita indebtedness of less than \$10, namely, Denver, Col., Erie, Pa., Peoria, Ill., and Lansing, Mich.

The report also classifies the debt of the 195 cities as incurred for general purposes and municipal service enterprises and for public service enterprises and investments. Of the total debt, 70.3 per cent was incurred for general purposes and 29.7 per cent for public service enterprises and investments. The total valuation of departmental properties, including land, buildings, and equipment, was \$2,136,824,822, while the gross debt incurred for these purposes amounted to \$1,992,209,013, making a net value of \$144,615,809. The debt incurred for public service enter-

prises was \$843,264,015, which constitutes a ratio of 69.4 to their valuation of \$1,212,744,357. The cities with the greatest indebtedness for public service enterprises and investments were New York, N. Y., Philadelphia, Pa., Boston, Mass., Baltimore, Md., Cincinnati, O., and Los Angeles, Cal. The ratio between the debt incurred for water-supply systems and the total value of such systems is of special interest. These systems were valued at \$609,604,370 in 1912. For these properties the report shows a funded debt of \$475,544,000, or 82.3 per cent of the valuation.

Increase in Debt.

Of the 195 cities covered by this report, 117 cities show an increase in net debt during the year amounting to \$144,090,422, and 77 cities show a decrease in debt amounting to \$10,000,075, one city reporting the same debt at the close of 1911 and 1912.

Comparative Indebtedness of Cities.

A tabulation of the total and per capita net indebtedness of the nation, of the 146 cities for which comparative data are available for the period from 1902 to 1912, and of New York City, for which the figures are more striking than those for the nation or for the 146 cities taken as a whole, shows that municipal indebtedness not only is much greater than national indebtedness, but is rapidly increasing, while that of the nation is remaining practically stationary.

While the per capita net debt of the nation decreased from \$12.24 in 1902 to \$10.77 in 1912, that of the 146 cities reported annually by the bureau of the census for that period increased from \$44.19 in 1902 to \$70.47 in 1912, and that of New York City increased from \$76.45 in 1902 to \$156.87 in 1912.

Japan Enters.

If we must have a war calculated to "stagger humanity," it might as well settle many questions as to settle a few. This is evidently the war way Japan looks at it. She purposes to restore Chinese sovereignty over the German possession of Kiaochow. And she can probably do it. Germany will disregard the ultimatum, but she will find it difficult just now to defend that distant Oriental possession, with Great Britain sitting at the gates of Gibraltar and Suez. It may be a very slow job to reduce Kiaochow, the strongest fortification in the Orient, but Japan has had some experience in that line which doubtless influences her present action. Kiaochow ought to go back to China. In all the history of the relations of Europe with Asia there are few less creditable chapters than the Kaiser's taking this peninsula from helpless China as an indemnity for the killing of two missionaries. That a nation should be thus despoiled in the name of the Prince of Peace has been little less than a travesty. Germany would never have taken that territory from a nation of her own size; she would not have been permitted to take it from any nation on this hemisphere by our Monroe doctrine. She could take it from China at that particular time, but Japan, the custodian of Asiatic interests, has evidently regarded that ownership as a splinter in her own flesh and now decides to pull it out.

The world will believe Japan needlessly militant to go into a war in which she is not obliged to participate, overburdened as she is by the debts of past wars. But the Orient is not likely to be permanently brow-beaten by the Occident. The sooner the western world awakens to this realization the better. As a by-product of the war of 1914, the restoration of this piece of territory to its honest owners will be no misfortune.—Boston Herald.

High-Water Mark for Lime.

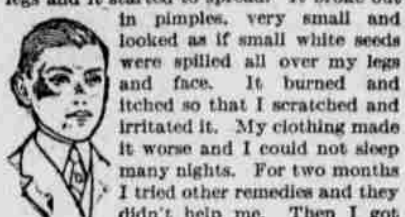
The manufacture of lime in the United States in 1913 broke all previous records, the production amounting to 3,593,300 short tons, valued at \$14,648,362, according to R. W. Stone, of the United States Geological Survey. This was an increase over 1912 of 63,928 tons in quantity and of \$678,248 in value. The average price per ton in 1913 was \$4.07, as compared with \$3.96 in 1912 and \$4.03 in 1911. While Pennsylvania is the largest producer, the output of this state is only 2.36 per cent of the total, indicating the wide distribution of the industry; in fact, 44 states reported to the survey a production of lime in 1913. Lime used in building operations represents nearly a third of the total output, but large quantities are sold to chemical works, sugar factories, tanneries, etc., as well as to farmers for broad-casting on agricultural land.

Will prevent the little illness of today from becoming the big sickness of tomorrow and after. For troubles of the digestive organs you can rely on

**BEECHAM'S
PILLS**
Sold everywhere. In boxes, 10c., 25c.

IVY POISON ON
HANDS, FACE, LEGSIn Pimples, Started to Spread,
Burned, Itched and Irritated,
Could Not Sleep Many Nights,
Used Cuticura Soap and Oint-
ment. Trouble Disappeared.

20 Ridgewood St., Waterbury, Conn.—
"I got poison ivy on my hands, face and legs and it started to spread. It broke out in pimples, very small and looked as if small white seeds were spilled all over my legs and face. It burned and itched so that I scratched and irritated it. My clothing made it worse and I could not sleep many nights. For two months I tried other remedies and they didn't help me. Then I got some Cuticura Soap and Ointment and they afforded relief as soon as I bathed with the Cuticura Soap and put the Cuticura Ointment on. In a week the trouble had completely disappeared." (Signed) Edward F. Mosel, Jan. 31, 1914.



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Samples Free by Mail

For pimples and blackheads the following is a most effective and economical treatment: Gently smear the affected parts with Cuticura Ointment, on the end of the finger, but do not rub. Wash off the Cuticura Ointment in five minutes with Cuticura Soap and hot water and continue bathing for some minutes. This treatment is best on rising and retiring. At other times use Cuticura Soap freely for the toilet and bath, to assist in preventing inflammation, irritation and clogging of the pores.

Although Cuticura Soap and Ointment are sold everywhere, a sample of each with 32-p. Skin Book will be sent free upon request. Address: "Cuticura, Dept. T, Boston."

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A Doctor's Last
Remedy

By JOHN TURNLEE

Did you ever notice a boy and girl love? I mean a real boy and girl, the boy, say, fourteen and the girl about thirteen.

I am a country doctor. One of my patients was Mrs. Baxter, a widow with one child, a boy. When I called to see her this little fellow, Alan, and a little neighbor, Effie Barnes, were usually playing together either in the house or outside.

The town in which we lived was really a very small village; consequently I had many opportunities to observe the children for the next few years, during which they were most of the time together. Then when Alan was seventeen he went away to college. I wished that Effie could go away to some educational institution, too, for I knew that while Alan and she would remain the same persons they would differentiate. Alan would be developed, polished, mentally and in manners, while Effie would be the same plain little country girl.

After Alan entered college I saw no more of him except in vacation, but I continued to see Effie every now and again. She was the same demure little body she had always been, except when Alan came home; then she would brighten up. But this brightening lasted but a year or two. Alan at each return showed himself different from what he was the time before. There was a constant shedding of the farmer's boy, a putting on of the educated gentleman. Yet he found Effie the same except in bodily development. Her speech was no more artificial, her manners no more studied than when he had first left her.

There was the same innocence in her, the same depth of feeling, the same love. But how could these count against the training mentally and the more polished manners of the girls with whom Alan was being thrown every day? I judged that love had never been spoken between them. It had only existed. Alan on returning to his mother's farm always spent some time with his former sweetheart, but not as he had been used to doing. There was a certain constraint between them. I noticed it and knew the cause. Effie had fallen behind him. My heart bled for her, but I couldn't blame Alan. Indeed, I fancied that while he did not analyze the facts as I did he regretted them. I think he would have liked to see Effie lay aside a certain plainness there was about her and put on something of finer texture.

All the time Alan was in college a separation was going on between the two lovers, not visible to their friends generally, but very plain to me, who had learned the secret they did not know themselves—their child love. Then Alan came home after being graduated and talked to me about studying the profession of medicine. He decided to do so and went away again, not to return except once, to bid farewell to his mother, who was dying.

He could get on—or, at least, he thought he could—without Effie, but she could not get on without him. After he left for the medical school she seemed to me to be as one who had suffered a great grief. Then, during several years after he had graduated and was practicing his profession in a distant city, she seemed to me to be gradually wasting away. Finally her parents thought she should have treatment by a doctor. I was called in to see her—I, who could diagnose her case on what I had observed years before.

I went through the usual formula partly from habit, partly because I did not consider it wise to tell the truth. I felt her pulse, looked at her tongue; then, taking out my prescription blank, I wrote an order for a mild tonic, charging her to take it regularly three times a day. Then I left her, wondering what I might really do for her.

She gradually sank away till at last I made up my mind that if the cause of her malady could not be removed she would die. I resolved on an expedient to try to remove that cause.

I wrote Dr. Baxter that I had a patient under my care whose case was puzzling me. I was aware that as a country doctor I was in statu quo, while he, having recently been graduated from one of the best medical schools in the country, was on a higher plane in the profession than I. Would he run down to his old home long enough